

The origin and development of the Transportation Division is traced below commencing with the establishment of the Central Intelligence Group by Presidential directive effective 22 January 1946.

At that time the Transportation Division consisted of four units, namely; Transportation Office, Cargo Section, Civilian Motor Pool and Military Motor Pool. The Table of Organization consisted of 25X9A2 [REDACTED] persons of which number twenty five were military personnel. During the period 22 January 1946 to 1 July 1947, due to the mustering out of service of military personnel, the Transportation Division was gradually changing to a complete civilian operation with approximately the same number of persons on duty.

Although there are no records available showing the volume of work during the Central Intelligence Group era, from 22 January 1946 to 26 July 1947, discussion with personnel on duty during that period indicates that there was very little official travel handled and the forwarding of supplies and equipment was negligible.

With the establishment of the Central Intelligence Agency, effective 26 July 1947 under authority of Public Law 253, and the subsequent world wide expansion of the agency, the Transportation Division began its expansion to provide services for the various operating offices whose demands were steadily increasing.

The Transportation Division then consisted of a Travel Branch, Shipping Branch and Motor Pool Branch, with a Table of Organization of fifty three persons. The Motor Pool Branch was operating forty five passenger carrying vehicles and thirty one trucks (including ten jeeps) at that time. All these vehicles were located in the Washington area.

On 1 July 1947 the Travel and Shipping Units of the Transportation Division were transferred to the then existing Project Support Division of the Office of Special Operations. This division was later changed to Administration and Services, OSO. The transfer of functions was for the purpose of handling all covert transportation separately from the overt travel of the agency. That part of the Transportation Division which remained under the jurisdiction of the Services Branch continued to handle all overt transportation including the operation of the Motor Pool.

The <sup>covert</sup> Shipping Unit remained with the Project Support Division, OSO but the <sup>covert</sup> Travel Unit, on 1 July 1950, was transferred to Personnel Division (Covert). Under this arrangement the <sup>overt</sup> Travel Unit continued to process carrier's bills, vouchers, etc., covering the transportation of household goods and personal effects, and in addition handled the briefing of the travelers, working in close cooperation with the Shipping Unit which was still attached to the Project Support Division.

Effective 1 December 1950 both the Travel Unit and the Shipping Unit were transferred back to the Transportation Division, Administrative Services, and were later designated as Branches. In connection with this new reorganization the Transportation Division was also given the function of issuing all travel orders for the agency. As of the date of this change in organization the Table of Organization for the Transporta-

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During the early part of 1951, due to increased demands made on the Transportation Division, the Table of Organization was increased from a total of [REDACTED] increased again to [REDACTED] which are presently authorized.

A Central Processing Center was established effective 8 October 1951 for the purpose of processing personnel traveling overseas on official business, both for temporary duty and in connection with change of official station. The functions of the Central Processing Center are to assist travelers in all phases of travel arrangements and thus eliminate the former practice of requiring travelers to present themselves at the various administrative activities to accomplish what is now being done at one place. The Processing Center was established under supervision of the Assistant Director, Personnel and was staffed by trained personnel from each administrative activity. The Transportation Division detailed two transportation experts for this assignment. Under this arrangement all travelers enroute to overseas destinations are directed to the Central Processing Center after the issuance of their travel orders, and the various details of their travel is worked out. The Travel Branch of the Transportation Division is then contacted for the purpose of processing reservations, procuring tickets, passports, visas, etc. In the same manner the Shipping Branch of the Transportation Division is contacted to follow through on the arrangements for handling the personal effects and household goods of the travelers.

Since its inception the Central Processing Center has been functioning most efficiently and through close cooperation with the administrative activities, the processing of travelers to overseas destinations is now progressing entirely satisfactorily.

At the same time that the Central Processing Center was established, agency regulations were changed to provide for the issuance of travel orders by Office heads or their delegates and the Transportation Division ceased to perform this function.

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Expansion of the activities of the agency in the past two years and the increased demands on the Transportation Division by the various operating offices is reflected in the following comparative figures showing the volume of work performed by the branches of Transportation. Due to the various organizational changes and the unavailability of complete records, some of the figures covering past performances are estimated and in other cases reports now being compiled and maintained are more complete and comprehensive than those reports of earlier days.